



city of Garden City

August 12, 1992

Don Stockton
Department of Lands
8355 W. State
Boise, Idaho 83703

Re: Riverside Bike Path

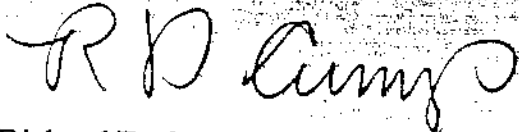
Dear Mr. Stockton

The Garden City Council has met on several occasions to discuss the issue of the Riverside Village Greenbelt/Bike Path. Last evening, Tuesday, August 11, the council arrived at a general consensus as to a standard by which Garden City will accept the bike path in Riverside Village.

In December of 1990 the Garden City GreenBelt Master Plan was developed and endorsed by the City Council. Within this document is the new standard by which all new sections of the path must be constructed to. The Bike Path in question is not yet completed and the original section of path cannot be considered as usable due to its current condition. The path, as it was originally built, was intended for the private use by the residents of Riverside Village and its limited population and therefore limited use. Because of the limited use, the original standards of construction were sufficient. But as this section of the GreenBelt/Bikepath is to be opened to the public it will be subjected to a much larger bicycle and pedestrian traffic loading and will require the current standards of construction to hold up under the increase in traffic.

Please find enclosed a copy of the page of the GreenBelt Master Plan that addresses the current bikepath standard. Garden City will consider acceptance of the Riverside Village Subdivision GreenBelt/Bike Path upon reconstruction of the original section to the current standard, completion of the remaining sections, and inspection. We will provide minutes of the formal motion and unanimous vote as soon as possible.

If we may be of further assistance in this matter please do not hesitate to call.

A handwritten signature in cursive script, appearing to read "R D Cummings".

Richard D. Cummings
Public Works Director

DESIGN GUIDELINES

This section of the Garden City River Master Plan deals with the design guidelines of the system on a comprehensive basis. It will speak to the general design of the bike and pedestrian paths, the configuration of signs, and the treatment of wildlife areas. Detail suggestions for specific sections of the river will be addressed in the Development Patterns section of the Master Plan.

PATH DESIGNS

Three types of paths are contemplated for the project: (1) paved bike paths, (2) pedestrian/nature paths, and (3) an equestrian path west of the Western Idaho Fair Grounds.

BIKE PATH: It is important to remember that the bike path is a separate distinct use from that of the greenbelt. Though it is contemplated the bike path will follow the river, it may not always be within the greenbelt. For example, the path should not infringe into Class A habitat areas unless absolutely necessary. It may also go around existing land uses that prevent it from being located along the river.

It is suggested that the bike path standards follow those formally adopted in the "Bicycle Pedestrian Design Manual for Ada County". The path would be considered a Class A system. The paved section of the path should be 10 feet in width. The underlying base should be 4 inches of compacted crushed gravel. Pavement thickness should be 1-1/2 inches to 2 inches of asphaltic concrete. Appropriate treatments should be undertaken to inhibit root growth from coming up through the pavement. Where the bike path will be used as service access for fire lanes or for heavy equipment, construction standards should be a minimum of 6 inches of compacted gravel with 2-1/2 to 3 inches of asphalt.

The bike path can be paved with other hard surface material such as concrete or brick pavers. Typical application for alternative surfaces would be in urban areas where it is desirable to integrate the bike path into abutting projects.

The path should be sloped to provide proper drainage. Low spots should be avoided where water may accumulate. This is very important during the winter months to prevent ice accumulation.

Bicycle graphics should be painted on the pavement at intersections and crossings as warnings.

The path should be a minimum of 25 feet from the edge of the river wherever possible.

Grades should not exceed those recommended in the Bicycle Manual.

Railings should be provided on any stretches that have a steep bank, under major bridges, or in areas immediately adjacent to the river.

Though the path should meander, it should not do so in a manner that would cause hazardous site distance problems. Site distance should not be less than 75 feet.